

The National *Falcon* News



Frank, Rose & Steven Rosales
Albuquerque, New Mexico

1962 Falcon Ranchero

NOVEMBER 2004—FALCON FAMILY ISSUE

Frank M. Rosales of Albuquerque, New Mexico has a complicated family story about his 1962 Ranchero. Frank C. Rosales bought this Ranchero and drove it daily until his retirement, putting 260,000 miles on it. In 1994, he gave the Falcon to his son, Frank M. Grandson, Frank R., was asked to transport it to Albuquerque for his dad. Frank R. called his dad, Frank M., before he arrived with the Falcon and said "I don't know what Grandpa has told you about this car, but you better have some good walking shoes!"

Frank M. gave the Ranchero the necessary TLC, completely refurbishing the Ranchero from bumper-to-bumper, rechroming, rebuilding the transmission and rear end. The paint is black and the interior is black and grey. Rose Rosales (Frank M.'s wife) reports that the restoration was actually easy since the car was always garage kept, never in an accident and has no rust at all. It was driven daily until the end of 2002 and now goes to car shows on clear days.

Frank R. now has a new appreciation for the Ranchero. Frank M. wanted to pass it on to him, so he could pass it to his son, Frank D. This way, the owner would remain Frank Rosales in memory of great-grandpa, Frank C., who has passed away.

Now Frank M.'s youngest son, Steven is ready to drive and has claimed the Ranchero. It's a mystery who will be the final owner of this car will be!

Nobody ever said figuring out family situations was going to be easy! See more Falcon family stories on page 4.

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Editor's Note—This November 2004 issue marks seven years that I have been Editor of The National Falcon News. Hard to believe—time flies when you're having fun! My sincere thanks to the many contributors throughout the years (84 issues!) who have helped make this publication an award winner and highly anticipated monthly event. THANKS—Keep those cards and letters coming!

—Wendy

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **Falcon National News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.-monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Bluegrass Chapter Louisville, KY

1st Saturday of each
month at 5:00 pm at
Shoney's, Fern Valley
Road at I-65 in Louisville.
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.-7 PM
Showmars, Charlotte,
N.C. Little Rock Road
off I-85.
(704) 933-4972

Central California Falcons

Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.-monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.-Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.-bimonthly
(517) 849-7156



Hoosier Chapter Indiana

1st Sun.-monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.-monthly
(903) 572-9593

Lost Coast Falcons Eureka, CA

1st Wed.-7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter Kansas City

1st Fri.-monthly
(913) 894-5090

Mile Hi Chapter Denver, CO

3rd Fri - monthly
(303) 857-9360

NE Texas Chapter Gladewater, TX

2nd Sat.-monthly
(903) 759-6850

Northland Falcons Minnesota

2nd Sat.-odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue.-monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—
bimonthly
(818) 845-9725

Sonoma County Santa Rosa, CA

1st Thurs.-monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.-monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons Richmond, VA

2nd Sat. even months
(804) 226-4791

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

President's Message



As many of you already know, Carol and I trailered our Falcon to this years Nationals—this was a first for us. We got down to about 4:00 PM Sunday and had to make a decision whether to tow to a National for the first time ever or drive 12 hours in the old wagon with a slight tinny leak and high speed vibration. A quick call to our friends, and fellow Falcon lovers, confirmed their trailer was available. So what the heck, there is a first time for everything. We have driven, towed, and "no" Falconed it to the Nationals, so now we consider ourselves experts.

How you travel to next years Nationals is up to you. And there are many things to consider;

REASONS TO DRIVE:

You just love to drive the old Falcons.

Your only means of transportation

The Nationals are close to home.

Will not go unless you can drive.

REASONS TO TOW:

Falcon in the process of restoration.

Show Falcon only.

Too far to drive.

The Nationals are just one part of the vacation.

Non AC Falcon

Just got a new tow vehicle and want to show it off.

More convenient.

Daily driver Ranchero does not have room for the family.

REASONS TO "NO" FALCON—EITHER FLY OR DRIVE A NON-FALCON:

Can leverage a business trip.

Lowest cost.

Limited time off.

What is most important is that you attend and arrive safe and sound, have a great time traveling to and from the event, and that you enjoy the activities of our National Meet.

If you asked how Carol and I plan to travel to next years Nationals—well, we are not sure, but hopefully we will decide more than 12 hours before we leave.

Many thanks to the Carolina's and Founder's chapters for hosting regionals in October.

Steve & Carol

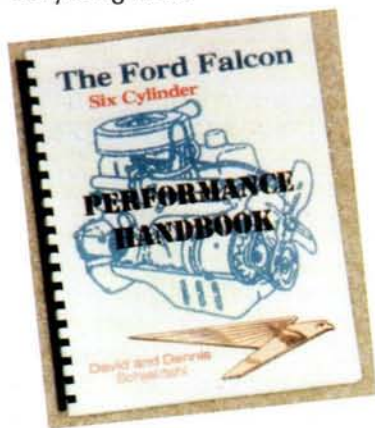


**Is Your Address Changing?
Need to renew your membership?
Not receiving your newsletter?**

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Find her address in every issue of the Falcon National News or email: RubyRTFCA@aol.com. Please DO NOT send address changes to the Editor.

A Schjeldahl Family Adventure Over Six Decades

When FoMoCo first introduced the Falcon, it was advertised as the "Model A" of the Sixties. You could easily do all of your own maintenance. Our family story started when my father helped my brother, Dennis, and me drag home our first 1930 Model A, five-window coupe. We towed it about 60 miles with a chain, behind my Dad's new 1957 swept wing Dodge D500. The coupe's old tires, on original spoked rims, were sun-rotted and had probably been used for 20 years previous to this event. We went through the five spare tires that we had with us, and we still ended up riding the last ten miles on the rims of the two rear wheels. Dennis and I were 12 and 14 years old, enjoying one of the greatest adventures of our young lives.



The Model A in 1959. David on the left, Dennis right.

We continued to be smitten by the Make-It-Go-Faster bug, but our glorious daydreams were always compromised by the fact that we had no money and no hopes of getting any soon. That reality put us in regular touch with the local junkyards and helped foster the awareness that recycling not only works, it can

improve on old mechanical things. We had an older sister who insisted on equal vehicle time too, so we were swapping parts on everything from the Model A to our shared sibling rides, including a 1950 Plymouth, to a 1959 Biscayne, a 1960's Valiant. We quickly realized that "more money" was not the only way to a better ride.

Along came the 1960's (actually, it was 1957), and the success of the Volkswagen "bug" made the Ford kingpins realize that there was a market for a small, simple, efficient and affordable car. So emerged the Falcon, followed closely, by the Comet, Fairlane, Econoline and eventually, the Mustang—all powered originally by an all-

new, inline six. These little engines became a wellspring of ingenuity, both for economy and performance. People like Ak Miller, Holman & Moody, Offenhauser and Edelbrock began improving on them, making parts and writing about it. Ford kept improving on the little six until the seven main bearing version emerged in the 1965 Mustang as the base engine. The engines remained in production and continued evolving until some time in early 1984, when production was ceased.

Did I mention that, in addition to being hopeless gear heads, both my brother

and I are pack rats? We have copies of the Motor Trend, Popular Mechanic and Hot Rod magazines that first reviewed the little Ford sixes in a variety of vehicles. We have been collecting data, tidbits, and stuff on the little Falcon engines since it first came out of the smelters at Dearborn in the late 1950's.

Now we skip ahead to 1998—my nephew, Ryan, spots a very cherry 1962 red Falcon tudor on the streets of Bemidji, Minnesota with a "For Sale" sign in the window.



Ryan's 1962 Falcon—the one that started it all!

Some haggling ensued, and then he owns it. Next, he calls his Dad, Dennis, and says, "What can I do to improve on this 144 ci three speed?" That simple question opened a floodgate of collected Falcon six mechanical trivia from both Dennis and myself. After three or four letters/emails and several calls with info, Ryan says the

inspirational words that were the impetus for what followed. He says, "You guys ought to write a book with this stuff."

Being a poor middle school English teacher and a miserly elementary school principal, we figured, "Why not?" If we can sell a few copies it will help us pay for our fun. We figured there might be at least another twenty folks out there who might pay to get this information. With that, we started writing. By the fall of 1999, we had a draft of the first edition of the *Ford Falcon Six Cylinder Performance Handbook*. It contained about 40 pages of text, data and photos. The first printing was 20 copies. It was marketed through the old TFFN (The Ford Falcon News) list, the old Clifford website bulletin board, and a classified ad in the Twelve-Port



Dennis and his 1960 Ranchero—getting ready for a North Dakota winter. The Ranchero started at -38° parked outside without a plug-in!

News. We were more than a little surprised when that run sold out in the first three months. The handbook is now in its seventh edition, up to 96 pages, 113 pictures, and has sold about 1,300 copies to sixers all over the world. Who could have imagined?



David's 1965 Ranchero with fresh coat of Wimbledon White.



The 1960 Ranchero after the flood of 1997. The water was up to the inside rear view mirror and the interior was trashed.



During this entire time, I've been working steadily on my 1965 Ranchero. Dennis rescued and revived a 1960 Ranchero from the flood of 1997 (It was flooded half way up the interior rear view mirror). Ryan's 1962 coupe is parked for a major body rebuild, and my son-in-law is driving his 1964 Ranchero. These vehicles have become



Son-in-law Tim Henge's 1964 Ranchero

continued on page 10→

Classified Advertising

Falcons For Sale



1960 Falcon 2 door sedan. Early model with open air cleaner. 86,000 miles, excellent mechanical condition. Rebuilt 3 speed manual transmission, new clutch, brakes, tires, carpet and many more parts. \$2000. Call for information. Morman Blumstein, 718-615-0685. Brooklyn, NY.

1962 Falcon Futura 2-door sedan. White with bucket seats, brown interior, console, padded dash, 170 6 cyl auto, 128,000 mi. Good restoration candidate. Asking \$1500 OBO. Contact Phil or Claudia Pitko at 269-665-4385 after 4 PM or 269-369-7217. MI.

1962 Falcon Ranchero. Runs good. Shirley Miller, 610-367-9117. Boyertown, PA.

1962 Falcon 2 door wagon. 170, six, standard. In nice condition. Ready to restore. \$250. Randy Snelson, 907-892-7639, 8-5 daily. Houston, AK.

1963 Ranchero Deluxe, 260 V-8, auto, power steering, A/C (as delivered, not a conversion).

Truck is almost perfect in every aspect, stainless, paint/body, glass and mechanical. All new or NOS parts, A/C, clock, kleenex box, dash pad. Truck is Black with Red Pearl. Interior is correct pattern in Oxblood color. Truck has "real Knock-off wire wheels. Lots of extra parts including new original wheels and tires. \$22,500. Bill Alstrin, 214-543-3056, 972-223-8823. TX.

1963 Ford Falcon Futura 2 door hardtop. One owner, rebuilt 6 cylinder with automatic trans. Engine compartment detailed. New bucket seats, interior and new bumpers. Needs only paint to complete restoration. \$4500 OBO. Mike Miller, 717-533-1958. PA.

1963 Futura convertible, gorgeous! 260 V8, 90% original. A treasure—\$15,000 OBO. Tom Healy, 228-871-5144 or teletough39@yahoo.com. Gulfport, MS.

1963 Falcon Futura 2 door hardtop. Georgia car. 260 automatic, air conditioning and power steering. Excellent body, needs restoration. 30 year collection of extra parts. 1963½ Falcon Sprint 2 door hardtop. Pennsylvania car. 260 4 speed. Good body, needs restoration. Make offer for all. Tim Sand. 585-889-8847 after 4 PM. NY.

1964 Falcon Sprint Convertible. 260 V8, 4 spd. Excellent original condition, no rust. Numbers match. Black paint, interior, and top. 145,000 miles. \$14,000. Jim Cook, 765-564-4443 or jcplace2@netusa1.net. IN.

1964 Falcon 2 door hardtop, no motor or trans. Brown with brown interior. Otherwise complete. \$250. Also, 1964 Falcon 4 door, deluxe chrome kit. Original 200 six cylinder, new 2 speed auto, tires. Needs a little TLC. Randy Snelson, 907-892-7639, 8-5 daily. Houston, AK.

1964 2 door wagon 6 cylinder complete car. \$1500. Randy Snelson, 907-892-7639, 8-5 daily. Houston, AK.

1965 Ranchero. No rust 95,000 mile California desert car. Six with three speed. Excellent glass, trim body with nice interior, stock radio and heater, nice bed and tonneau, new tires and brakes. \$5400. Norm Kelley, 951-928-0867, or nwkwford@aol.com. CA.

1965 Falcon Ranchero Deluxe, with one off Camper constructed by original owner who was a cabinet maker/ home builder, very well built, very unique. Original C code 289 V8, auto, 75K original miles, body is fairly straight but floors are rusty and bottom edges of body have rust etc. Seat upholstery, dash, and glass are good, needs carpet. Many new parts, brakes, cooling and fuel systems etc... American Racing 15" wheels. Have copy of original MO title, I am 2nd registered owner. Also 65 Ranchero Deluxe two tone trim parts car V8 suspension, might sell all separately. Pictures at www.midamericafalcons.com \$2950 for all OBO. Cory Voyles, 913-362-0834, or mercmam66@sbcglobal.net. KC

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



1965 Ranchero, completely rebuilt 20,000 miles ago. Exterior looks original. 345 HP 302 Ford crate motor, hooker headers, 2800 RPM stall converter, front disk brakes, rack and pinion steering. White exterior, blue interior. California car until last summer. \$15,000. Robert Shaw, 717-291-2132. Lancaster, PA.



1965 Econoline Cab forward pickup. Deluxe model, 200 cu. in. 6 cyl. engine. C-4 automatic, posi-traction rear end. New whitewall tires, backup lights. The mechanical work is done. Cab interior restored, undercoated. Needs paint. \$5600 invested, asking \$3500, or reasonable offer. Merle Boughton, 641-673-7782. Oskaloosa, IA

Falcons Wanted

1970 Falcon 2 door parts. Chrome piece across front bottom of hood, marker light front fender and horn ring. All for same vehicle. Les Williams, 765-569-2046.

WANTED: 1960-1970 Falcon station wagon only. Must be automatic transmission. Must be a solid, turnkey professional grade #2 or #3 car. No project! Paul Parla, 818-957-8626. CA.

Looking for a 1969 Falcon Futura station wagon or 1965 Futura station wagon. Something driveable that needs work. Michael Murphy, 716-883-3689 or 112 E. Delavan, Buffalo, NY 14208.

Parts Wanted

WANTED: HELP! I recently bought a 1967 Falcon Futura at an estate sale. The car has 39,000 miles and is all original. It runs perfect and I am very happy with it. My problem is trying to find parts for a 1967, specifically a chrome moulding for the right rear fender well; or any parts, for that matter! Every publication I look in lists parts for all other years, but not for 1967...did I buy an orphan? Any help greatly appreciated. Augustus Anderson, 67319 Warnock St. C. Rd., St. Clairsville, OH 43950.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394

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Typical Illustration

Rack Steering Kits

Includes hoses, hardware, column conversion kit, precision needle roller steering universal joints, light weight aircraft alloy components, built-in steering stops, and the RRS Linear tracking system.

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Typical Illustration

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Typical Illustration

Strut Rod Adjuster

This kit will maintain steering geometry accuracy in the most extreme driving conditions.

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'61 - '65 Falcon

\$315 kit

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\$245 kit



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Classified Ads (con't)

Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

1964 Ranchero (could be assembled or buy for parts), new 302, four speed, Hurst shifter, V-8 suspension and rear end, new Mallory distributor, headers, Recaro and stock seats, aluminum wheels and new tires. Most parts to make car run. Some rust. Engine, trans and rear end are currently in car, can roll. \$1900. Norm Kelley, 951 928 0867; or nwtford@aol.com. Southern CA.

1964 5-Bolt C-4 Bell Housing: \$160. 1965 New N.O.S. tail light lens \$150. for the pair. 1968-1969 dash pad-like new-\$150. 1963-1965 Frame and V Motor Mounts: \$50. pair, 4 pieces. Jack Emmett, 253-531-0643. WA.

MOVING! MUST LIQUIDATE all my Falcon, Fairlane, Comet 20 year collection. Hoods, doors, fenders, whole cars complete in show condition. Parts like bumpers \$100 pair, doors \$100 & up, hoods \$100 complete. 6 cylinder motors and transmission mounts also available. Have been healing after recent car wreck, was disabled and could barely walk. Now that I am up and around again, I will be restoring my Falcons, doing metal work (no bondo). Call about other Falcons, Fairlanes, Torino and Comets. Randy Snelson, 907-892-7639, 8-5 daily. Houston, AK.

NOS Store stock brake shoes \$25., wheel cylinders \$20., fuel pumps \$45., duals \$25., single shocks \$30. pair; oil pumps \$40.; ball joints \$35.; brake hardware kits \$10.; water pumps \$35; spark plug wires \$15.; e-brake cables, ask Donald Nowak, 3280 Lakeshore, Blasdell, NY 14219. Call 716-824-2292.

New 8" Trac-lok posi-traction units for sale. Four pinion 28 spline, will bolt into any 8" Forde carrier. Bearings and ring gear bolts are included. \$450 + shipping. Kentucky Differential. Carson Yeates, 502-375-3496. Louisville, KY.

NEW polished 6 cylinder exhaust manifold with divider, \$160. ALL N.O.S. CODZ-3047-A upper control arm shaft kit, \$65. CODZ-3350-B steering arm & bushing \$75. CODZ-3049-A upper ball joint spindle support \$65. CIDE-9510-B carburetor, \$225. CODZ-1126-B rear brake drum \$80. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO

4 speed shifter for T-10. Complete. Handle is painted, new lock out, trunions, and knob. Linkage and mechanism gone through. \$235. Falcon Powered by Ford aluminum valve covers. New condition. \$75. Bucket seat emblems \$20. V/8 spindles \$50. 1961 radio delete plate \$10. 1963 console mounting brackets \$25. 1964 Sprint air cleaner. Pitted and painted, good base \$65. Padded dash lower chrome pieces \$25. Tom, 413-436-7353 evenings. MA.

Moving must liquidate all of my Falcon Parts, 40 yr collection. Quarter panel skins \$245, Hoods Fenders and doors \$95up. 1960 to '63 rear ends complete for \$95. V-8 rear ends, \$195 complete. 1964 to '65 tail lite lenses and housing; \$35 up. Motor mounts complete for V-8 \$95. 1964 or '65 rear bumper rechromed; \$195. Lots of trim parts for \$25 up. 6 cyl. 3 speed transmissions rebuilt for \$450. 1960-'66 grilles, \$95 & up. Call Ed Flagler, 916-725-0494 or classic60@earthlink.net. Sacramento, CA.

Highly modified Ford 200-6 motor. 3/4 cam, 3-1 bl carbs, big valves, split headers, 4 speed bell housing, blue printed, 9.25 compression, etc. Also have good stock '69 200-6. All for \$1000 O.B.O. Call Bill Norcutt at 724-942-4877 or email for pictures. wonorcutt@earthlink.net. PA.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$130. Specify engine size and year. Bands \$45. each, adjustable modulator \$14. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6.



FREE* FALCON/COMET PARTS CATALOG

Mention code FNF30 for 1960-70 Falcon/Comet Catalog

Dealer
Inquiries
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Evolution of the 1963 Falcon Convertible

These pictures depicting the evolution of the 1963 Ford Falcon were passed along from Bob Passino to Bruce Wolfe, Head Tech Advisor. The photos are originally from Jack Gillis, who saved these pictures from being destroyed by retrieving them from a dumpster. Jack was once a Tech Advisor for the FCA. Thanks to Jack, Bob and Bruce for saving this piece of Falcon history.



1. (3/21/61)
"Plain Jane Look" 1961 Falcon Futura wheel covers. Partial 1962 Falcon trim on front fender and also top front fender ornament. Trim on rear quarter at rear window different. Note the 1963 Fairlanes, 1961 or 1962 Mercury Meteor wagon in the background.



2. (5/5/61)
Large centers added to the 1961 Futura wheel covers (Falcon Bird in center). Stretched out "Futura" emblem on rear quarter. No front fender top ornaments. Note: Is that a prototype T-Bird in the background? Other cars in background: English Ford? and other Falcons.



3. (5/19/61)
Large centers added to the 1961 Futura wheel covers (Falcon Bird in center). Extra wide trim down side of Falcon. Stretched out "Futura" emblem on rear quarter. No front fender top ornaments. Note: Check out "Extra Wide Trim" on 4 door in background. Other cars in background: 1960 & 1961 full size Fords.



4. (5/24/61)
Check out the wire wheels. Are they like the T-Bird? Narrow trim down the side and different emblem on front fender. Futura emblem on rear quarter looking like stock. No front fender top ornaments.



5. (6/19/61)
Prototype grille with 4 bars on the top side and 5 bars on the bottom side. No front fender top ornaments. Check out the "Falcon Styling" license plate. Notice modeling frame rails under car.



6. (6/19/61)
Almost the same as #5. Black steering wheel. Prototype grille with 4 bars on the top side and 5 bars on the bottom side. Check out the parking lights (no frame around lens) and back window. Note modeling frame rails under car.

—continued on page 12

A Schjeldahl Family Adventure Over Six Decades

—continued from page 4

the test beds for much of the information in the Handbook and none of them are a "pure" restoration. Obviously, we are not into restoring these vehicles and engines to the way they came from Dearborn in the 1960's. Our interest lies in making them into efficient, safe, modern mechanically, reliable daily drivers, with more performance than Henry Ford originally intended. We gladly take advantage of later versions of these engines and accessories, as well as the aftermarket, to gain performance and reliability.

to reduce the quench height. Whenever possible we swap for later, improved parts, but for some parts we must turn to the aftermarket. The cam is from Comp Cams and the exhaust is through a header from Clifford performance. The head is modified to accept a wide base two-barrel Autolite carb. The electronic ignition is a DuraSpark II unit from a 1979 Fairmont wagon. The rear end is still the stock 7 1/4" 3.50:1 ratio. The suspension and brakes have been modified and updated with parts and ideas from a variety of sources. The resulting combination is a joy to drive—it starts easily and idles happily at



Experimenting with another cylinder head

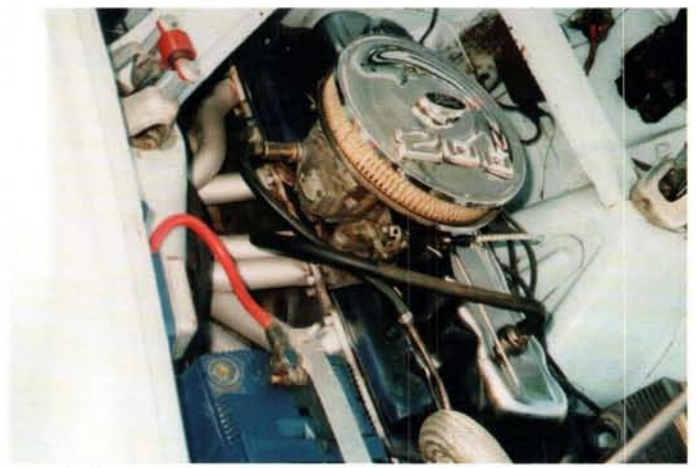


David's 250 going together



David's engine in the 1965 Ranchero—a modified 250 with 2-barrel carb.

For example, my 1965 Ranchero has a 250 engine from a 1972 Maverick with a SROD, 4 speed overdrive from an 1980 Granada. The head is from a 1978 Fairmont, further modified with larger exhaust valves that started as intake valves for a 1960 144 engine. Compression is upped by milling the head and decking the block



Dennis' hot 200

800 RPM. It easily spikes the tach needle to 5,500 and gets 24 MPG at 65 MPH. We get more than a few smiles and many thumbs up from appreciative motorists and pedestrians.

But I digress. Even though each of us has a unique project car, with a different approach to the same goal, each car is an adventure-in-progress.

Ryan's 1962 will remain a stock-for-that-year 144 with a three-on-the-tree. He likes the old stuff and wouldn't change the three-on-the-tree for anything. He wants good mileage (33-34 MPG) and a cool Sixties look and style. I wouldn't be surprised if he installed an eight-track sound system.



The carb modification that makes the horsepower on a six cylinder engine.



Dennis' car in Robins Egg Blue with mild custom work and at National Meet in Kansas City in July 2004

Dennis' 1960 Ranchero has a much-modified 200 with many of the same head and carburetor modifications as my 250, but with a T5 five speed and more of a Sixties custom look. He's put in some long mileage trips with his, the latest being 800 miles each way to the Falcon Nationals gathering in Kansas City last summer. He cushions the long miles with leather

covered buckets from some forgotten donor in the salvage yard.

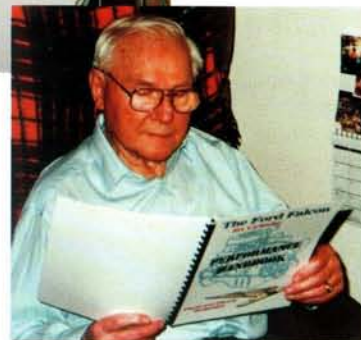
The irony of all this is that I live in Idaho Falls, Idaho. Dennis lives just over 1000 miles away in Grand Forks, North Dakota. Dennis, youngest son, Ryan, lives in

Wisconsin, 450 miles east of Dennis. His oldest son, Eric, lives in Fargo, North Dakota (Yes, there really is a



Eric at two of his five computers at home.

place called Fargo. No, it isn't like the movie—But yah sure, ve do talk like dat.). Eric is a computer/website whiz, the tech wizard who created our website. You can buy the *Performance Handbook* there, but it's intended to be a wealth of free Ford six cylinder engine



Morris Schjeldahl (Dennis & David's dad) editing the *Handbook*.

history and information, plus it has a really neat compression ratio calculator. Check it out at <http://falconperformance.sundog.net>.

Without the convenience of the computer, this family adventure would have been much more difficult. Without email, desktop publishing and the internet, it would be hard to communicate and share all this info about an engine that was introduced 45 years ago and has been out of production for 20 years. This family project has brought us closer and been lots of fun to share our interest and experiences with the "Little Ford Sixes" with folks all over the world. Thanks to all and stay tuned—it's not over by a long shot!!



David and Dennis' Rancheros together in Idaho Falls.

Evolution of the 1963 Falcon Convertible



7

7. (7/7/61)

Another "Plain Jane" look with dog dish hub caps. Only 1 top fender emblem on the right fender. Prototype grille with 4 bars on the top side and 5 bars on the bottom side. Correct trim around convertible top on quarter panel. Other 2 Falcons in background show the 2 different roof pillars for 1962 & 1963 sedans. Note modeling frame rails under car.



8

8. (7/7/61)

1963 Falcon sedan side trim and front fender emblem. Prototype grille with Four bars on the top side and 5 bars on the bottom side. Wheel covers from 1961/62. Top fender emblems added.



9

9. (7/7/61)

Narrow trim down the side and different emblem on front fender. Only 1 top fender emblem on the right fender. 1963 Futura wheel covers. Note right rear door handle.



10

10. (7/19/61)

Falcon now looking like stock 1963 Falcon Futura. Prototype grille with 4 bars on the top side and 5 bars on the bottom side.



11

11. (11/24/61)

Falcon looks like 1963 production car. Stock grille with 3 bars on the top and 4 bars on the bottom. Note ripples in left driver's window (cellophane plastic?)



12

12. (11/24/61) Stock grille with 3 bars on the top and 4 bars on the bottom. 1963 Falcon convertible with sedan trim. 1963 Futura wheel covers. Is that a 1961 Plymouth over the left fender?

—continued on page 14

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1963 Falcon Convertible Evolution

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13

13. (1/16/62)
Stock grille with 3 bars on the top and 4 bars on the bottom. 1963 Falcon convertible with sedan trim. Wheel covers from 1962 Falcon.



14

14. (1/16/62)
Stock grille with 3 bars on the top and 4 bars on the bottom. 1963 Futura wheel covers. This Falcon looks like a 1963 production car.



15

15. (7/11/62)
Actual production car with wire wheel covers?

—Submitted by Bruce Wolfe, Head Tech Advisor

Send your Tech Tips to the Editor
at the address on page 2.

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NOTE: This list is compiled and maintained by Chapter Coordinator, Mary Wagner. Please direct any corrections or additions directly to her at the address on page 2.

Congratulations to Paul Calaguiro of Burlington, Ontario for setting a new F/GRS Land Speed Record of 102 MPH, May 29th and 30th, in his 1962 Falcon Ranchero. This was his third trip to Maxton and his second record. The event was the Spring 2004 meet at Maxton, North Carolina. The East Coast Timing Association sanctions this record and event.

Two amazing aspects of this story are the fact that Paul has driven his Ranchero from his home in Burlington, Ontario and back again to North Carolina three times, SO FAR, and his 170 engine has an original, untouched bottom end. Now that's six-cylinder confidence!

The 170 bottom end may be stock (except for a dual pattern cam from Ford Six Performance Parts) but the head is not. It is an imported head from Argentina. It features a detachable intake manifold, unlike the cast-on log of the US 170s. Paul set the record with a 1.21 Autolite two barrel delivering the high-test gas.

Paul says, "This is with a stock 170 short block with, who knows how many miles on it, the Argie head, intake and split cast iron exhaust manifolds with dual 2" exhaust to the back bumper with two cheap bottle mufflers. To the best of my calculations I would say that compression ratio would be about 8.5 to 9.0 max". The class is "F" for engines from 123 to 183 cu. in. "G" is for gas, "R" is for real, "5" is for street."

If you're interested in East Coast top speed racing, check out this website—<http://www.ecta-lsr.com>.

Paul was planning to return to Maxton for the September and October meets, with cowl air intake, flowmaster mufflers and a four barrel AFB in the tool kit. How fast can a stock block 1962 170 push a Falcon Ranchero? Stay tuned!

—Submitted by David Schjeldahl

Interested in more high performance six cylinder details? See the article on page 4 and check the classified ads for the Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook by David & Dennis Schjeldahl.

—Ed.



Proud Paul and the mighty 1962 170 Falcon Ranchero



A record holder 170!



Paul's imported Argentine head.

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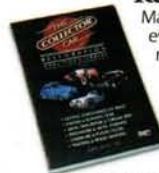
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This installation kit is necessary when installing a Grant Steering Wheel. Kit includes complete detailed instructions, a die cast hub, grade 5 hardware and matte black trim pieces.

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TECH TIPS

COMPARISON OF 1966—1970 Ford Falcons

There have been more and more 1966 and up Falcons showing up at the National and Regional meets.

Below is a list of some of the differences. Use this list at one of your Falcon meets to learn more about these later year Falcons.

1966 to 1970 Ford Falcons

BODY STYLES

2dr & 4dr sedans, 4dr station wagons, Futuras and Sports Coupes. Ranchero 1966 only.

1966

No more Convertibles, Hardtops, Sedan Deliveries or 2 dr wagons.

Last year for the Falcon Ranchero. Last year for the single bowl master cylinder. Last year for the Green Dot Tranny. First year back up lights were standard.

BUMPERS

1966 & 1967 have the same **front** bumpers.
1968 thru 1970 have the same **front** bumpers.
1966 thru 1970 have the same **rear** bumpers.



GRILLES

1966 mesh type (flat cheese grater)
1967 cross type (dominant verticle and horizontal bar)
1968 thru 1970 center divided type

FRONT FENDERS

1966 Plain Jane (no reflectors, lights or indentations)
1967 Scalloped or Louvered indents at center rear
1968 large holes, front lower, for reflectors
1969 & 1970 small holes, front lower, for marker lights

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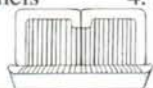
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NOTE: The 1968 front fender reflectors differ from the 6 cylinder to the V8.

The V8 reflectors have the numbers "289" or "302" on them. The 6 cylinder ones are plain.

DOORS

Doors are interchangeable through all years except for the 1966 Ranchero. The Ranchero doors are the same as the 2dr sedan except for the rounded window and window frame. The wing window assemblies are the same for all years. Even though all doors are interchangeable, the inside door handles and arm rests on the 1966 and 1967 are different from the later 1968 thru 1970.

HOOD

All hoods are interchangeable. The 1966 will have the letters "FORD" across the front. The 1966 & 1967 have the same narrow front edge hood chrome to match the head light doors. The 1968 through 1970 have a much wider front front edge hood chome, again to match the head light doors, with a a long brace across the front of the hood to support it.

PADDED DASH

The 1966 and the 1967 are different but can be interchanged. The 1966 is completely flat across the top. The 1967 has an indentation in the middle about as long as the radio speaker. The 1968 to 1970 are the same. This completely new design is much larger than the previous years. (Same size as 1968/ 1969 Torino)

RANCHERO/WAGON

The 1966 Falcon Ranchero shares some body parts with the 1967 Fairlane Ranchero. The doors, all glass, tail gate, rear bumper, chrome around the truck bed, and the main body are the same. The 1966 Falcon Ranchero has an exposed gas cap. I am not sure if the 1967 Fairlane Ranchero shares this feature or if it has a gas cap door concealing the gas cap as on the 1968 thru 1970 Falcon station wagons. The dash on the Falcon and Fairlane Ranchero differ. The station wagons share some body parts with the Fairlane also.

TAIL LIGHTS

Again, the round 1966 & 1967 sedan complete tail light assemblies can be interchanged but they are slightly different from each other. Some 1967 tail light lenses have a chrome ring on the lense. The rectangular 1968 thru '70 tail light assemblies are the same. All 1966 thru '70 tail lights have a back up light in the center.

OTHER SUBJECTS TO DISCUSS

Futura trim, hub caps, trunk chrome, head light doors, Sports Coupe trim, disc brakes, tires, bucket seats, steering wheels, wheel well mouldings, air conditioning, station wagon tail lights, engines, transmissions.

—Submitted by Bruce Wolfe, Head Tech Advisor

Final Journeys—Cleeta Burton

Cleeta Burton, longtime member of the Heart of Texas Chapter, passed away August 8, 2004. She was a very creative person—she wrote this poem to console those who loved her at her memorial service. The FCA extends heartfelt sympathies to her family, friends and the Heart of Texas Chapter.

When I am gone, release me, let me go.
I have so many things to see and do.
You mustn't tie yourself to me with tears
Be happy that I had so many years.
I gave you my love and you can only guess
How much you gave me in happiness.
I thank you for the love you have shown
But it's time I travel on alone.
So grieve awhile, if grieve you must.
Then let your grief be replaced by trust.
It's only for a while that we must part,
So bless the memories within your heart.
I won't be far away, for life goes on.
So if you need me, call
and I will come.
Though you can't see
or touch me, I'll be
near.
And if you listen with
your heart
You'll hear my love all
around you
Soft and clear.
Then when you must
come this way alone
I'll greet you with a
smile and say
"Welcome Home."



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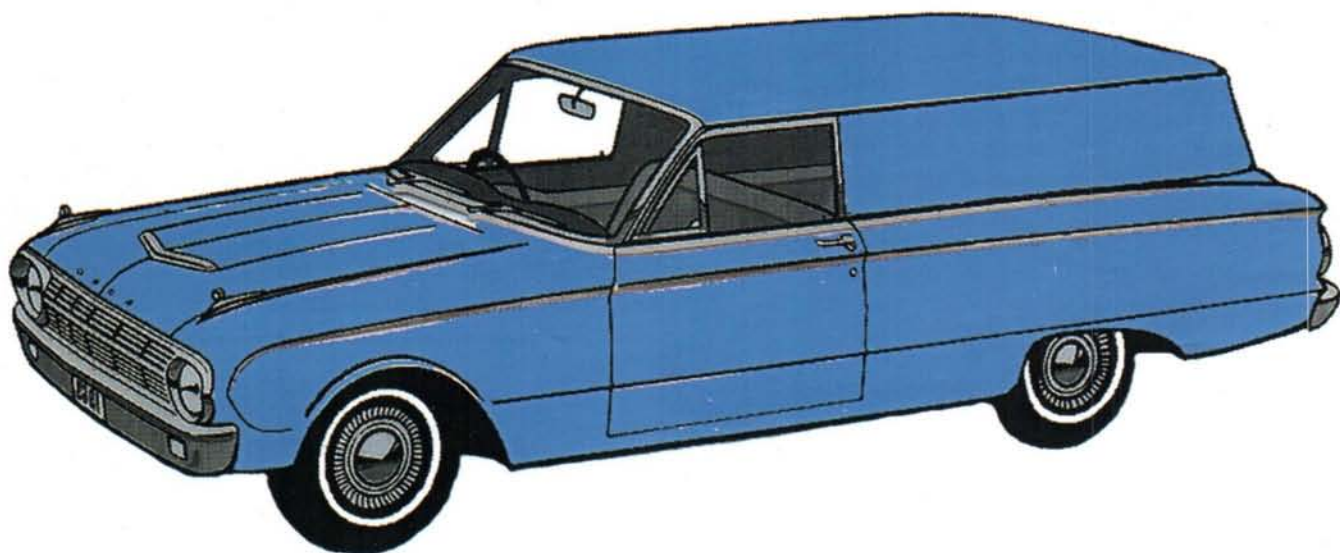
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